

FD 272

COUNTRY		East Germany	SECURITY INFORMATION		25X1
TOPIC		Staaken Airfield	REPORT		
25X1	EVALUATION		PLACE OBTAINED		25X1
25X1	DATE OF CONTENT				
	DATE OBTAINED		DATE PREPARED	1 September 1953	25X1
REFERENCES					
PAGES 2 ENCLOSURES (NO. & TYPE)					
REMARKS					
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1. Between 10:15 a.m. and 4:30 p.m. on 7 August 1953, five Li-2s were parked in front of a hangar at Staaken airfield in addition to the Il-10s which had been reported previously. Jeep [redacted] occupied by an officer and 3 EM with air force uniforms, came from the field. Just west of the bomb dump along the northern edge of the field, 13 large and 6 small fuel containers, and which apparently had been dug out a short time ago, were observed. The radio installation which had been located in the western sector of the field, approximately by the extension of the runway had been removed, while the Adcock D/F station in the southwestern portion of the field was still there. The searchlights formerly emplaced in a row at a right angle to the western end of the runway had been dismantled.
2. On 10 August, the radio installation with four masts was still observed at the southwestern corner of the field. The searchlights had been dismantled. The fuel containers at the fuel dump had been dug out and removed, and the holes in the ground had been refilled.
3. On 8 August, an air force unit was entrained at Dallgow railroad station. No details have been observed. On 9 August, another air force unit with equipment, which included trucks, tank trucks, ambulances, fire trucks, mobile cranes and generators, was being entrained at Dallgow railroad station. The unit arrived by road on Highway No 103 from the east. [redacted] loading operations still continued after 10 p.m.
4. [redacted] between 8 and 11 August:
8 August. About 6 p.m., 4 large fuel containers, which had been dug out, were observed at the northern edge of Staaken airfield.
9 August. About 1 a.m., loading operations were under way at Dallgow railroad station with the site being brightly lighted. About 5:30 p.m., a train loaded with 6 tank trucks, 2 fire trucks, 4 field kitchens, 3 ambulances, and 8 trucks was observed at the railroad station. At 8:30 p.m., the train was still at the station. Air force personnel were seen near the train.
10 August. About 5:30 a.m., the train observed on the previous day at Dallgow railroad station had departed, but a train of about 20 empty flatcars was seen there. At Staaken airfield the fuel tanks, which had been dug out, had been moved to the spur track and two small wooden buildings, at the former fuel dump, had been dismantled. The radio installation and the searchlights at the western

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edge of the field had been removed.

11 August. A train consisting of 23 flatcars with furniture and light poles, 1 flatcar with aircraft wings, 8 boxcars with equipment, and 7 converted boxcars with air force personnel was observed at Staaken freight station. About 5:30 p.m., a train of flatcars carrying 5 trucks, 3 tank trucks, [redacted] 2 prime movers for aircraft, mobile crane [redacted] 1 sedan, 3 trailers, 1 furniture van, 1 mobile repair shop, 1 generator, grass mowers, rollers, hay rakes, and fuel containers was observed at Dallgow railroad station. Air force soldiers were seen near the train.

5. On 12 August, [redacted] the air force unit from Staaken had been shipped with all its equipment to Schoenefeld during the preceding week, the last shipment leaving on 11 August. At 1:30 p.m. on 12 August, no aircraft were parked at Staaken airfield.

6. Between 7 a.m. and 10 a.m. on 13 August, the open hangars and quartering buildings at Staaken airfield were empty. The air sleeve previously observed on the flight control station had disappeared. The main gate was unlocked and no guards were seen. Cows were seen grazing on the field. The radio installations were no longer observed.

Comment. The present report contains information on the movement of the air transport unit from Staaken to Schoenefeld airfield between 7 and 21 August 1953.

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